The New-York Times.

VOL. VII.....NO. 2159. NEW-YORK, SATURDAY, AUGUST 21, 1858. PRICE TWO CENTS.

THE OCEAN TELEGRAPH.

The Cable Reported in Good Working Order.

DESPATCHES SENT AND RECEIVED.

Grand Reception at the House of Cyrus W. Field, Esq.

CABLE REJOICINGS.

The following dispatches from Trinity Bay and Cardiganet were received yesterday morning by Cyrus W. Field, Esq.:

CARDIGANET, Thursday, Aug. 19.

The cable is working beautifully to-day. I received dispatches this evening.

A. MACKAY.

TRINITY BAY, Friday, Aug. 19.

We send a very explicit message this morning to Mr. HOPKINS, agent of Cunard steamers in Liverpool, respecting the disaster to the steamship *Europa*.

DE SANTY.

CONGRATULATORY DISPATCH TO MR. FIELD.

MR. FIELD sent a dispatch on Wednesday last to England. The following reply was received yesterday from Valentia Bay:

VALENTIA BAY, Friday, Aug. 20.

C. W. FIELD, NEW-YORK: The Directors have just met. They heartily congratulate you on your success. The *Agamemnon* arrived at Valentia at 6 A. M. on Thursday, Aug. 5. We are just on the point of changing cable to lay the shore ends. No time will be lost in sending them out. All your letters have been posted to New-York. Please write us fully about the tariff and other working arrangements. C. SAWARD.

Grand Reception at the House of Cyrus W. Field, Esq.

All the City Celebrates.

The residence of Mr. CYRUS W. FIELD, No. 34 West Twenty-first street, corner of Lexington-avenue and the adjoining house, that of his brother, Mr. DAVID DUDLEY FIELD, were last night crowded to their utmost with our prominent citizens, including all the Chief Magistrates, all the Clergy now in town, the authorities of the University and Columbia College, the European Consul, together with Capt. Hudson in charge of the officers of the *Niagara*, including Mr. WOODRUFF, and the English Electrician Mr. WOODHOUSE, with the Russian Aide-de-Camp, BARON STAEL. In short, for about three hours Mr. FIELD stood at his door and received the select and the elect of the City who bowed by him like a forest. His house and his brother's house were filled to overflowing, and when no more could be admitted, the applause for admission thronged the road outside until a crowd of several thousands were attracted.

MR. FIELD being vociferously summoned by the outside crowd, appeared on his balcony and introduced Capt. HUDSON, of the *Niagara*, who was received by them as hearty cheers as ever greeted the ears of man in New-York. His speech was very brief. He warmly complimented the officers and men of the *Agamemnon*, and said that the same praise was due to them as those of the *Niagara*.

MR. DAVID DUDLEY FIELD followed in a neat speech, warmly eulogizing Mr. WOODHOUSE, the English Electrician, and requesting his auditors to repair to the Broadway House, where Mr. WOODHOUSE was residing, and manifest some token of their appreciation.

While the crowd was going on, the Young Men's Democratic Union Club, accompanied by a choice band, had started from the Mercer House, and arrived in time to serenade Mr. FIELD and his visitors. They played "Hail Columbia," "God Save the Queen," and other American and British airs, and then led the way to the Ere resort House, where, on arrival, they struck up "God Save the Queen," and called for Mr. WOODHOUSE to respond. He congratulated them on the success of the Telegraph enterprise, disclaimed any credit for himself, thanked them for the honor done to the Queen, and retired amid tremendous applause.

Mr. FILLMORE PEASE followed in a long speech, after which, it being long past midnight, the nuisance assemblage dispersed.

It was the intention of Lord NAPIER to have been present on this occasion, but he was prevented by a summons to Washington. It is, however, his intention to be present at the great celebration on the 1st of September.

Rejoicings at Memphis.

MEMPHIS, Tenn., Thursday, Aug. 19.

Two national and two royal salutes of 21 guns each, were fired here to-day in honor of the Ocean Telegraph.

Cable Celebration at Stamford, Conn.

Correspondence of the New-York Times.

STAMFORD, Conn., Thursday, Aug. 19, 1858.

The demonstration here to-day in honor of the laying of the cable was a decided success. A Committee of twenty-three, appointed a week since, went energetically to work, and, aided by a liberal subscription, got up a celebration far beyond anything before witnessed here. The day was fair, and hundreds came from the surrounding towns to unite in the festivities.

AT 9 P. M. a procession was formed, Ex-Governor MASON acting as Marshal. Dodworth's Band led the way, followed by the Stamford Light Guard, the three fire companies of the village, the Masonic Fraternity, citizens of this and other towns, and nearly one hundred carriages filled with ladies. The firemen turned out one hundred and fifty strong, under the lead of Messrs. RAMM, Chief-Engineer, and CARMAN and WOODS, Assistants, and with their engines tastefully decorated with wreaths and flags, presented a fine appearance. After marching through the principal streets the procession halted in St. John's Park, where more than four thousand people were assembled to listen to speeches from Ex-Gov. MASON, the Rev. Messrs. BOOTH, E. M. HASTINGS, and S. L. WOODRUFF, Esq. An original poem, abounding in good hits, was also read by the Rev. Mr. MITCHELL. Mr. HASTINGS happily hit the case of men who shook their heads before the cable was laid, and "told you so" afterwards, comparing them to the man who, when he had killed his pig, said, "He didn't weigh as much as I expected, and I never thought he would." The following sentiments were then read:

The following sentiments were then read:

By Mr. WOODWORTH: The cable—through whose efforts success has been reached—and to the joint interest of the two nations in this great work, was also enthusiastically received, "Let us with full hearts and glad voices give honor to the large heads and earnest wills that have bidden the nations reach out their hands and clasp them in love beneath the sea. All honor to these noble men, in whose head faith the ocean telegraph was born. Through many hours of watching and of seeming defeat their purpose failed not and they struggled on. Thank God that neither land can claim alone the glory. If to America is due the first organized movement to bind the continents together; if here be the proud privilege of calling him son whose resolute will sustained the enterprise and whose sleepless watching guided it from its inception to its glorious achievement; still, to England belongs the credit of having furnished capital more than her proportion of capital, of having by her skill demonstrated the philosophical probability of success, and here were the engines which the ocean wire was brought. The mother and the child worked side by side; the blood-red cross and the flashing stars were blent upon the trusty ships to whose keeping the cable was given; their gallant hands laid upon the ocean sands and prayed that God would crown their faith and effort with success."

In the evening the public buildings and most of the private residences were brilliantly illuminated. Main and Atlantic streets especially, making a fine display. The day closed with an exhibition of fireworks, the last piece of which representing the Telegraph and Agamemnon laying the cable, and displaying the motto from the scroll, "The union of empires was much admired.

THUS ended the most imposing demonstration ever made here, each of which is due to the Committee of Messrs. RIKER, CARTER, MORRIS, QUINTARD, SEELY, and others, many of whom are New-York business men.

R.

The Chicago Board of Trade to Mr. Field.

The Chicago Board of Trade has sent the following address to Mr. FIELD:

BOARD OF TRADE ROOMS, }
CHICAGO, Tuesday, Aug. 17, 1858. }

TO CYRUS W. FIELD, ESQ.:

SIR: At a meeting of the members of the Board of Trade, held at their rooms on the 16th inst., the undersigned were appointed a committee to draft an address to be presented to you, expressive of their appreciation of the energy, perseverance and skill manifested by you in the successful laying of the Atlantic Telegraph Cable.

Your committee would say that they could say no more than to say other individual, besides yourself, is entitled to the honor of conceiving this great enterprise to a successful issue.

An enterprise worthy the united efforts of the whole Christian world, whose energies were enlisted for its consummation, and an undertaking fraught with such inestimable advantages and blessings to the human family, as no one will at this early period of its history attempt to estimate.

We will not refer to the numerous obstacles you have had to contend with; these are best known to yourself and those associated with you in the great enterprise of this age of grand achievements, and we tender to you our warmest congratulations—that, that you were honored with the principal direction of an undertaking in which immense wealth was invested, to confer untold blessings upon mankind. We congratulate you, that the result has demonstrated the proverbial sagacity of the "Merchant Princes" of England and America, in employing agencies possessing the tact and energy for the accomplishment of the end proposed. We congratulate you, that amidst difficulties, dangers and disasters, your courage and faith failed not; but, persevering unto the end, you have justified the confidence and trust reposed in you, and connected with your name an honorable fame which shall be as enduring as, we trust, will be the peace and friendship of the two greatest nations on earth.

In this immense stride in the advancement of civilization, science, trade and commerce, the world at large are made your debtors, and will not cease to pray for the health, prosperity, happiness, peace and long life to enjoy these blessings, for Him who has, under a good Providence, been instrumental in securing in so large a measure these inestimable blessings to others.

Respectfully yours,

E. K. MUNN,
E. H. CHESNEY,
GEO. WATSON.

Reception of the Queen's Message at Niagara Falls—A Speech from Ex-President Fillmore.

On Monday evening, upon the reception of the Queen's Message at the Falls, a small cannon was brought out and made to do duty for a great portion of the night. The *Gazette* says: "The dispatch was announced in the ball-room at the Cataract, causing considerable excitement among the crowd there assembled. The band immediately struck up 'God Save the Queen' and 'Hail Columbia,' after which the merry dance went on. The Niagara Falls Brass Band was out and performed their part in celebrating the important event. The Church bells, and also the Cataract House bell rung at a late hour. It being pretty generally known that Ex President FILLMORE was stopping at the International, it was suggested that he be called out. A crowd soon gathered in front of the hotel, and in answer to the enthusiastic cheers and calls of the people, Mr. FILLMORE appeared upon the balcony. He was greeted with rounds of applause. Mr. FILLMORE's remarks were peculiarly appropriate and befitting such an occasion, and they were extremely well received by the audience.

Mr. FILLMORE referred to the period when he was Chairman of the Committee of Ways and Means in the House of Representatives—when Prof. MORSE sought aid from Congress to test the practicability of telegraphing. Mr. FILLMORE made a favorable report for an appropriation of $30,000. It was received with derision by a large number of Congressmen, who scouted the idea of talking by telegraph, and offered all sorts of amendments designed to defeat the bill. The bill passed, and a line from Washington to Baltimore was soon ready for operation. The first dispatch sent from Baltimore announced the nomination of SILAS WRIGHT for President, by the Democratic Convention then in session; the second dispatch announced his declension. Mr. FILLMORE remarked that Prof. MORSE was, like most men of genius, in advance of the age. He looked back with pleasure upon this incident in the early history of telegraphic enterprise, and had ever since taken a great interest in their progress, and was most happy to be able to mingle his congratulations with the citizens of Niagara Falls upon the success of the great enterprise of modern times.

SOUTHERN VIEW OF THE CABLE REJOICINGS.

We see great preparations making for a telegraphic jubilee all over the Northern country, and it has been suggested by some one that the citizens of Savannah should unite in such a proceeding. The Northern people are easily excited, and anything which will serve as an escape-valve for their orators, and to fill their newspapers, is quickly seized upon, whether it be the Burdell Murder or the Atlantic Telegraph. We, of the South, are in the habit of taking things in a more quiet and philosophic way, and although we accord our admiration to all triumphs of science, we do not explode with the thunders of popular clamor over every event of the day. As a work of science, the Atlantic Telegraph can scarcely be said to have added anything, because every scientific principle involved has been long since known and put into practical operation. It is certainly an effort of human industry and perseverance wonderful to contemplate. It is a great work *for England*. It puts Canada nearer to her than Ireland was twenty years ago, and we shall hear no more of that province desiring annexation to the United States. With both ends of the wire in possession of England, in time of war we should have a jubilee at which there would not be much rejoicing.—*Savannah Georgian.*

Obituary.

English papers, received by the *Arabia*, announce the death of M. ALEXIS SOYER, the renowned professor of the culinary art. He was a Frenchman by birth, but had resided in England for some time. M. SOYER had become celebrated for his trip to the Crimea during the Russian War. The British army owed their enjoyments to the skill of this indefatigable gentleman, of which, without his aid, they would have continued destitute. Since his return from the Crimea, M. SOYER had suffered from an affection of the liver, was at Norwood, when a sudden attack of disease obliged him to return to his home at St. John's Wood; on Thursday morning became insensible, and died about 10 o'clock the following night. The portable cooking apparatus invented by him, which is being constructed at Woolwich Arsenal, was to have been tested in the presence of the military officers deputed by the Government in the course of a day or two subsequent to his death; but this and many other plans for the reform and organization of the army cooking system now remain to be carried out under the superintendence of Mr. WARREN, his secretary.

The celebrated ornithologist, Dr. F. A. L. THUNEMANN, died on the 31st July, near Dresden, at the age of 65.

A letter from Spain mentions the death, at Malaga, of M. POITEVIN, the celebrated French aeronaut.

Mr. LUTHER STEVENS, of this City, the well-known copper-plate printer, died in Mount Vernon, N. H., on the 13th inst, in the 79th year of his age. He was a gentleman of much enterprise and intelligence.

Personal.

The following is the list of Americans registered at the Banking-Office of Lansing, Baldwin & Co., No. 6 Place de la Bourse, Paris:

A. H. Fowler, E. Waller, H. Randel and wife, A. Taylor and wife, Mrs. G. S. Robbins and family, J. J. Bradley, S. O. Murphy, H. T. Trowbridge, F. D. Hall, W. Turnbull and lady, C. C. & C. Alger, James Thomson, W. E. Schenck, H. A. Stone and family, George Dickey, W. H. Heydecker, J. M. Gulleau, R. S. Cook, C. M. Gignaux, J. C. Dubois, M. D., H. M. Warren and wife, D. N. Barney, New-York; Dr. Isaac Thomas, Geo. B. Thomas, Dr. J. B. Gazzam, Dr. W. H. Bruner, D. Samuel, Pennsylvania; Dr. A. Hayes, Massachusetts; W. Lilley, Dr. T. Simpson, Ohio; C. M. Pond, J. J. Goodwin, Connecticut; J. T. Daswell, Louisiana; Dr. W. M. Turner, Virginia; J. B. Gazzam, Dr. E. H. Bryan, Missouri; J. A. Hume, South Carolina; W. Barber, S. W. Ralston, California; T. B. Norris, W. T. Ross, New-Jersey.

Hon. Galusha A. Grow, on his way from a trip to the Northern Colleges, and the White Mountains, stopped last night at the St. Nicholas. The election in his Congressional District comes off early in October, his present term expires March 4, 1859, and his next term will doubtless commence on the 5th.

The resignation by the Hon. James Wadsworth of his seat in the State Senate, is said to be owing to his intention to run for Congress in the Erie District. Mr. Hatch is the present member. It is rumored that the Hon. James O. Putnam will be the candidate of the united Republicans and Americans.

Commissioners of Health—Aug. 20.

Present—the Mayor, President HASWELL and Drs. ROCKWELL, MILLER and THOMPSON.

Permission was granted for the cotton which came into port on the *Empire City* to be lightered from Quarantine.

Schooner *Anna E. Glover* allowed to proceed to sail way on west end of Staten Island on the 25th inst.

Ship *Competitor*. This case came up again for consideration. She was permitted to take in cargo at Quarantine.

Brig *Sitka*—proceed to Elizabethport on the 23d inst.

Bark *Mary*—proceed to Upper Quarantine nine days from arrival.

The following was passed in relation to the Inspector of Vessels:

Resolved, That no vessel arriving at this port between the first day of April and the first of November, which may be subject to inspection by the Inspector of vessels, shall discharge her cargo, or any part thereof, without a written permit from the Inspectors of vessels, unless by the direction of the Mayor and the Commissioners of Health or the Board of Health.

MILITARY MONUMENT.—The State of Pennsylvania, at the last session of her legislature, resolved to erect upon the public grounds at Harrisburg, a monument to the volunteers and regular soldiers who lost their lives in the late war with Mexico. The Commissioners appointed to take charge of the work met at Harrisburg, on Wednesday, and adopted the plans submitted by JAMES G. BATTERSON, Esq., of Hartford, Conn., who is also to do the work. When early next year we shall give our readers a description of the design, &c.

LATEST BY TELEGRAPH.

FROM WASHINGTON.

Collector Schell and the Administration—The Questions at Issue—The Pending Troubles with New-Granada and Nicaragua—Treasury Receipts—Cabinet Movements.

Special Dispatch to the New-York Times.

WASHINGTON, Friday, Aug. 20.

Mr. SCHELL, the New-York Collector, has been here several days, negotiating with the President and Mr. COBB to maintain what he calls his independent position. It is understood that Mr. SCHELL and the Naval Officer, Mr. BRADISH, have asserted their right, not only to make nominations, but to make them final, without consulting the Secretary of the Treasury, and without their being confirmed by him.

The immediate question has arisen between the Collector and the Members of Congress in the State of New-York, who have supported the Administration in their Kansas policy of last Winter or otherwise, Mr. SCHELL, from some reason or other, has utterly ignored the Democratic delegation of his State, and insists on his right to do so in defiance of the Secretary of the Treasury. The question under consideration here between Mr. SCHELL and these distinguished functionaries has been, whether Mr. SCHELL shall be sustained, or Mr. COBB; and without coming to a definite conclusion, it is understood that Mr. SCHELL has been sent back to New-York, having been distinctly informed of the views of the Administration; and he will be permitted to remain in office if he complies with their special instructions in this matter. Q.

[FROM THE REPORTER FOR THE ASSOCIATED PRESS.]

WASHINGTON, Friday, Aug. 20.

It is not probable that our Government will agree to the Cass-Herran Treaty as amended by New-Granada.

General JESUP states that he has come here with extraordinary powers, and to act in conjunction with YRISARRI. Apprehensive that he would not be officially received, until satisfactory explanations were made concerning the conduct of Nicaragua, of which our Government complains, he represents he has full authority to make due reparation or apology, and to arrange a treaty.

The receipts into the Treasury last week were nearly $9,614,000, making the entire amount on deposit $14,500,000; ten and a third ct which is in New-York. The receipts, apart from the payment on account of the $10,000,000 loan, were over $1,000,000, an increase of $300,000 over those of the previous week.

General CASS left here this afternoon for Stonington, to be present, it is said, at the marriage of his daughter with Mr. VAN LIMBURG, Minister from the Netherlands.

The Postmaster General and his family have taken as a temporary residence, the country seat of General WALBRIDGE.

Attorney-General BLACK contemplates leaving the city to-morrow, for Stonington.

Michigan Republican State Convention.

DETROIT, Friday, August 20.

The Republican State Convention assembled in this city yesterday, and made the following nominations:

For Governor, Moses Wisner, of Oakland Co.; for Lieutenant Governor, Edwin B. Fairfield, of Hillsdale; for Secretary of State, Nelson G. Isbell, of Livingston; for State Treasurer, John McKinney, of Van Buren; for Auditor, Gen. Daniel L. Cass, of Ingham; for Commissioner of the Land Office, Jas. W. Sanborn, of St. Clair; for Attorney General, Jacob M. Howard, of Wayne; for Superintendent of Public Instruction, John M. Gregory, of Washtenaw and for Member of the Board of Education, Walter J. Baxter, of Hillsdale.

Resolutions were passed, reindorsing the Philadelphia platform of 1856; condemning the national Administration; indorsing the present State Administration and our Representatives in Congress, and in view of the late annexation of the old world with the new, declaring that it is the duty of the Federal Government to adopt measures for the construction of a Railroad to the Pacific.

The Convention adjourned at midnight. The proceedings were harmonious throughout.

Democratic Congressional Nomination.

CINCINNATI, Friday, Aug. 20.

Colonel GEORGE W. MONEYPENNY, Ex-Commissioner of Indian Affairs, was nominated for Congress to-day by the Democrats of the Sixteenth District.

Republican Congressional Nomination.

INDIANAPOLIS, In., Thursday, Aug. 19.

The Hon. DAVID KILGORE was yesterday nominated for Congress by the Republicans of the 5th District.

Disaster on Lake Michigan.

CHICAGO, Friday, Aug. 20.

During a storm on Wednesday a fishing-boat, with eight persons on board, capsized in the Lake, fifteen miles from Milwaukee, and CORNELIUS MYER, FREDERICK LESSING and another man, whose name is unknown, were drowned. The balance of the passengers were rescued by the steamer *Traveler*.

Loss of the Steamer Black Hawk.

EVANSVILLE, Ind., Friday, Aug. 20.

The steamer *Black Hawk*, bound from Mount Carmel to this place, struck a snag opposite Mount Vernon, yesterday, and sunk in 13 feet water. She had a full cargo of flour and corn, which, with the boat herself, is supposed to be a total loss. The amount of insurance has not been ascertained.

Markets.

BUFFALO, Friday, Aug. 20—6 P. M.

Supply of FLOUR better, but not equal to the demand, which is good for the interior and home trade and for Eastern account. Sales 2,200 bbls. at $5 37½@$5 62½ for good to choice brands of extra Ohio, Indiana, Michigan and Canadian; $5 75@$6 for double extras. WHEAT in active demand for milling and speculation, and prices 3c.@4c. better. Sales 57,000 bush. at $1 18½@$1 19 for Red Ohio; $1 25 for White; 87½c. for Chicago Spring, and now held at 90c., market closing very firm. CORN in good demand and market firm. Sales 78,000 bush. at 66c. for hot; 70c.@71c. for so-called sound, and 75c. for sound. RYE nominal at 71c. OATS steady. Sales 22,000 bush. at 47c.@48c. for sound, now held at 50c. WHISKY steady. Sales 76 bbls. at 25c. Canal Freights unchanged. Receipts on Flour, 9¾c. on Wheat, 2¾c. on Corn to New-York. *Lake Imports for the last 24 hours*—3,617 bbls. Flour; 59,955 bush. Wheat; 14,202 bush. Corn. *Canal Exports*—2,976 bbls. Flour; 12,346 bush. Wheat; 50,207 bush. Corn.

OSWEGO, Friday, Aug. 20—P. M.

FLOUR advancing. WHEAT firmer; sales 7,000 bushels at $1 22 for White Michigan. CORN firm; sales 3,500 bushels Prime Indiana at 70c. OATS scarce; sales 4,200 bushels common Canadian at 45c. Canal FREIGHTS unchanged—Flour 27c., Wheat 8c., Corn 7½c., to New-York. *Lake Imports*—26,000 bushels Wheat, 7,000 bushels Corn. *Canal Exports*—12,000 bushels Wheat, 16,000 bushels Corn; shipped to Montreal 2,100 bbls. Flour.

CINCINNATI, Friday, Aug. 20.

FLOUR dull and unchanged. Receipts for the last 24 hours, 4,200 bbls. WHISKY dull at 23c. PROVISIONS dull, and holders willing sellers. MESS PORK offered at $16. WHEAT—A good export demand at 98c.@$1 12 for prime Red and White.

CHICAGO, Friday, Aug. 20.

FLOUR quiet. WHEAT advanced 5c.@7c.; sales 30,000 bush. at 90c.@95c. CORN active and advanced 1c; sales at 7c. OATS dull. *Shipments to Buffalo*—47,000 bush. Corn. *Shipments to Oswego*—50,000 bush. Corn. *Receipts to-day*—1,400 bbls. Flour; 39,000 bush. Wheat; 122,000 bush. Corn.

NEW-ORLEANS, Friday, Aug. 20.

COTTON—sales to-day, 800 bales, the market closing firm. The sales of the week add up 9,750 bales, and the receipts 2,400. The receipts at this port up to the present time, as compared with those of last year, exceed them 113,750 bales; do. at all Southern ports, 105,000 bales. Total receipts of new crop, 7,000 bales, against 10,500 last year. Stock, 95,500 bales. GOLDEN FIRM; sales of the week, 3,600 bags. Stock 16,920 bags, against 95,250 last year. STERLING EXCHANGE, 8¾ @ cent. SIGHT DRAFTS on New-York, ¼ @ cent. discount.

BALTIMORE, Friday, Aug. 20.

FLOUR quiet. WHEAT firm—Red, $1 20@$1 27; White, $1 30@$1 40. CORN—an advancing tendency, White, 77c.@80c.; Yellow, 75c.@76c. WHISKY dull at 23c. PROVISIONS unchanged. Bulk Meats, 6¾c.@9c.; Mess Pork, $17 50@$17 75; Lard 12c.

PHILADELPHIA, Friday, Aug. 20.

FLOUR steady; New, $5 25. WHEAT dull; Red, $1 20@$1 23; White, $1 30@$1 35. CORN steady; Yellow, 80c. WHISKY steady at 23c.@23½c.

BOSTON, Friday, Aug. 20.

COTTON—The sales of the week foot up 1,700 bales, and the receipts 2,000 bales. Stock 12,000 bales. We quote Middling at 11c.@11½c. Flour and Grain quiet.

Affairs at Cairo.

CAIRO, Ill., Friday, Aug. 20.

Business here assumes a brisk appearance again, and freight is moving South with great dispatch.

Fire at Stroudsburg, Pa.

STROUDSBURG, Pa., Friday, Aug. 20.

Mr. W. S. WHITE'S tannery, in this place, was destroyed by fire about 12 o'clock last night. Loss $35,000. Insured for $16,000. The fire was the work of an incendiary.

Yellow Fever at New-Orleans.

NEW-ORLEANS, Thursday, Aug. 19.

The deaths by yellow fever in this city on Wednesday were 43.

NEW-ORLEANS, Friday, Aug. 20.

The deaths in this city by yellow fever, yesterday, were twenty.

Firemen on a Visit.

BOSTON, Friday, Aug. 20.

A delegation of Liberty Engine Co, No. 1, of Philadelphia, arrived in this city to-day, and were presented this evening with a magnificent silver-mounted signal lantern by Mr. WM. LOSE, of this City, formerly of Philadelphia. The Philadelphians are being well cared for by the firemen and others of this city.

Death of a New-York Shipmaster.

CHARLESTON, S. C., Friday, Aug. 20.

Captain JOSEPH HAMILTON, a New-York shipmaster, died in this city to-day, of yellow fever.

FROM ALBANY.

Rejoicings over the Cable—Cessnock Dickinson on Constitutions—The Canals—Effect of the Introduction of Steam.

Correspondence of the New-York Times.

ALBANY, Wednesday, Aug. 18, 1858.

Our city was literally turned upside down, inside out, on the shortest possible notice, last evening. It was about 10 o'clock, or a little later, when the dispatch of the Queen to President BUCHANAN was announced. It was then that the reality of telegraphic communication with the other Continent broke upon the mind. All the bells in the city were set ringing, bonfires blazed from every corner, guns were fired at various points, and our citizens swarmed in thousands in State-street and Broadway. It was an impromptu affair, pitched on a high note. They who had gone to bed got up and went into the streets. Processions, with indescribable irregularity, went about, with all manner of music, wishing everybody joy. This was kept till the small hours came; and altogether it was a jolly time. I suppose there will be a more formal observance of the event under the management of the authorities and committees.

The *Atlas and Argus* publishes this morning a lengthy extract from the address of the Hon. D. S. DICKINSON before the LAW Department of Hamilton College, pronounced at the late Commencement of that Institution, in which that distinguished statesman adds his indictment against the present Constitution of the State, and the weight of many strong reasons why we should have a thorough revision. Mr. DICKINSON bases his objections to the present instrument chiefly on the financial article, which, it will be remembered, was mainly the work of MICHAEL HOFFMAN and the men of the Barnburner school in the Convention; a single Senate and Assembly District system; the features relative to Banking, and the Judiciary. In his criticisms Mr. DICKINSON is sharp and telling. He concludes his sentiments against our Judicial system in the following language:

"Such a system has destroyed the character of our Judiciary at home, 'and made us the reproach of neighboring States.' To restore it, among other reforms, we must have a Supreme Court *in banc*, which can act as a unit; so organized in numbers, ability, compensation and duration of official term, that it can hear, examine and decide causes becoming the Supreme Court of a State, whose Judges, in other times, were great lights along the judicial pathway of the civilized world."

Beside Senator SEDG, Mr. DICKINSON is the only considerable public man who has spoken boldly and unequivocally on this subject. There did not exist, however, the shadow of a doubt that the proposition for a Constitutional Convention would carry. Do the people understand that they are about to enter on the business of overhauling the organic law of the State; that there is to ensue a contest between ultraism on the one side and sober conservatism on the other? A contest in which the result will be doubtful?

The Canal tolls, which at the opening of the season showed a handsome gain, now bid fair to be but slightly increased over last season, and in all not more than enough to satisfy the constitutional requirements as to interest on the debt, and pay for the ordinary repairs. The wisdom of reducing the rate of toll on leading articles of freight, which the present Canal Board thought proper to do, is yet to be shown. We have been getting a slightly increased amount of toll it is true, but have been obliged to do a great deal more business to accomplish it. The capacity of the enlarged Canal for doing a very heavy and more than a self-sustaining business has been fully demonstrated. But incomparable as the Erie Canal is for floating the products of an Empire to market, it cannot overcome the effects of a monetary prostration such as settled down upon the country a year ago. With money in the country to do business, with fair crops, and anything like good management the enlarged Erie Canal will achieve results that will fully vindicate her claims on the steady support of our people. She will in time pay back with interest. When she comes to float from 3,000 to 5,000 steam propellers, carrying from 125 to 200 tons, with the time reduced between the lakes and tide-water one half, the Erie Canal will take care of herself and the State, and pay the debts of both. Is the fact properly appreciated in New-York, that this immensely increased inland tonnage will by the introduction of steam become just so much added to the tonnage, wealth and business facilities of that City? These propellers will be so so many steamboats in her harbor, for they will have no occasion to pay $25 for being towed down the river to your locks when they can go down, the same time, each by its own powers of propulsion—its ever-new life—forone-third the money. And when they are there they can go about whenever and wherever they please. With steam these boats, as regards increased usefulness and capacity for doing business, will be like a man newly endowed with legs, arms, eyes, who before had neither.

Stock-cattle, hogs and sheep will doubtless seek the Canal as the cheapest, safest and best, if not the speediest, means of transportation. The idea is already started of constructing flat-bottom boats for stock, in which food and water can be constantly dealt out, and the material depreciation of Beef Cattle, and more especially of the character of meat in your market, will thus be obviated. These are new and important considerations which will doubtless receive their proper weight. RODERICK.

Burning of Extensive Dairy Stables, Near Cincinnati.

EIGHTY-SIX ANIMALS BURNED ALIVE—DREADFUL SCENE.

From the Cincinnati Commercial, Aug. 19.

In yesterday's paper we announced the destruction of WM. HOGAN'S dairy stables, at Brighton. The stables are located on the State Fair grounds, being the building 200 feet long by 50 feet wide occupied by Mr. ALEX BURNETT as the "Committee Dining Saloon" during the State Fair last year. Fire was communicated to the structure at about 10 o'clock, and in a short time it was totally consumed, together with *seventy-four cows, four valuable horses, one mule, four or five calves, two goats*, two new milk wagons, some half dozen sets (or more) of good harness, a dozen or more milk-cans, numerous buckets and pans—in fact, all the utensils belonging to the dairy—everything used in the stables—and o...ts, corn and hay, which cost Mr. HOGAN $1,000. The total loss is estimated by the unfortunate proprietor at *between seven and eight thousand dollars*. He informed us that he was completely "cleaned out." Two horses, two cows, one mule, two goats and two calves, only, escaped, but they are so badly burned that it will perhaps be humane to kill them.

Mr. HOGAN describes the scene in the stables in the midst of the conflagration, as most piteously and indescribably harrowing. The live stock were tied in their stalls. The horses and mules were haltered in the usual manner, and the cows were bound around their horns. When the flames first commenced their ravages, the poor animals snorted and bellowed with hideous and frantic force. As the heat increased, and the fierce fires began to lick and scorch their quivering flesh, their cries and groans and furious struggles became agonizing. Some threw themselves headlong upon the floor or leaped upright at full length with frenzied energy, and vented their agony in fearful screams. The horses broke from their halters, and dashed through the consuming blaze in desperate dismay. The tortured and suffocating cows tore away their horns and rushed through the blazing piles, and encountered each other in destructive collision, their flesh broiling and cracking in the heat with sickening effect upon the senses of human beings who gazed horror-stricken upon the wretched scene of suffering, without power to mitigate the agony of the tortured inmates. The last demoniac notes of the different classes of animals commingled in the hideous concert, and broke through the zone of flames and crackling timbers upon the still night air, and borne away in terrifying echoes to the ears of persons two miles distant from the dreadful scene.

Two or three horses, and so many cows, plunged through the flames and burst in wild affright through the ranks of the surrounding spectators, and fell bleeding, writhing and groaning in the streets outside among those in their feet, and mad with frenzied fear across the fields until they dropped beneath their mangled and lacerated bodies.

Some rolled upon the floor of the stable, screaming with inconceivable pain, until suffocated and scorched by the flames heat. Words cannot paint the awful walls of distress, infinitely more piteous and harrowing than those of human beings in the dire extremity of torture, are described by those who gazed appall bound upon the terrible spectacle as surpassing the power of human imagination to conceive. Happily the agony of the poor brutes was not greatly prolonged. The timber composing the stables burned like tinder, and the hay and oats-straw, some forty tons, blazed and perished in the same heat like inch fur matches. But the flesh of the carcasses quivered, and blazed and broiled all night long, and filled the atmosphere with a sickening effluvia.

Yesterday morning large numbers of persons visited the ruins, but they turned from the spectacle with disgust. The charred and smouldering remains of the dead animals lay in great heaps. Some were only partially consumed, of some nothing but bones, horns and hoofs remained. Some of the cows stood upright at their stalls, their flesh barbecued; others were without heads, others without limbs; in one instance four or five carcasses laid together with their horns interlocked, forming a shield. It was a ghastly scene to contemplate. The fire is believed to have been the work of an incendiary.

Bank Mob at Davenport, Iowa.

GREAT EXCITEMENT IN THE STREETS—STORMY MEETINGS—STORMY TIMES.

On Wednesday of last week a riot occurred at Davenport, Iowa, in consequence of the refusal of the bankers in that place to redeem the notes of the Florence Bank of Nebraska, which they had put in circulation. The mob assaulted the Bank of COOK & SARGENT, and the residence of Mr. COOK, with brickbats and stones. During the riot the wife of Mr. COOK was seriously injured. By the intervention of the Sheriff the outbreak was suppressed.

On Thursday morning a crowd of some 1,500, principally Germans, collected at the Court-house and organized a meeting, calling Judge GRANT to the Chair. The meeting was orderly, but a determined spirit was evinced to compel the redemption of the Florence notes now in circulation, especially those in the hands of laborers, and resolutions were passed to that effect.

Judge GRANT, Dr. THOMAS and Mr. HOLES were then appointed a committee to wait upon COOK & SARGENT and BURROWS & PETTEMAN, to ascertain what they would do in the matter, and the meeting adjourned until afternoon to hear the result. Judge GRANT, as Chairman of the Committee, then stated that, while the Committee was engaged in a conference with COOK & SARGENT, ANTONIO LA CHAISE, GEO. L. DAVENPORT and HIRAM PRICE had promised to become responsible for the *ultimate* redemption of the issues of the Bank of Florence. He also read a note from COOK & SARGENT, saying that they would take the money in the hands of the laborers, and give them Illinois and Wisconsin currency at par, but declining to name any day when they would retire the Florence circulation. That, however, they professed a willingness to do there as soon as a branch bank should be established, or a circulating medium otherwise provided for. A note was also read from BURROWS & PETTEMAN, in which they promised to redeem every dollar of their checks, between then and next Spring, but they must collect their debts before they could pay what they owed.

The meeting then resolved not to receive any more Florence money after that date, and appointed a committee to visit COOK & SARGENT and ask of them a written guarantee not to pay out any more of it, and also to wait upon ANTOINE LA CHAISE, GEORGE L. DAVENPORT and HIRAM PRICE, and procure their written agreement to become responsible for the issues of the Bank of Florence.

We learn from the *State Democrat* that during the entire day on Thursday strong excitement reigned throughout the city, and the City Artillery were under arms at their drill-room, preparing to act in case of emergency. On Friday morning Judge GRANT commenced paying out small amounts at the Court-house, to laborers within the city. All others were refused, says the *Rock Islander* of Saturday. That paper adds:

"Payment was stopped about 12 o'clock. Several hours afterwards, no evidence being apparent that a resumption of payment would take place, the crowd began to show signs of rebellion. The music was brought out and other demonstrations made calculated to produce excitement. Another meeting was held, and a rumor that the bank would be again attacked, brought out the military. These demonstrations brought out the money and payments were continued. The military appeared on the street in small squads, but the great body was held in reserve at the armory, ready for action. We learn that Judge GRANT stopped paying out in the evening, having redeemed about $2,000. He promised to open the bank again on Saturday.

Yellow Fever at Staten Island and in New-York.

The following correspondence explains itself:

CLIFTON, Wednesday, Aug. 18, 1858.

DEAR SIR: There are rumors prevalent among us, that several cases of yellow fever have occurred on this island within the last few weeks, and that the disease has not been confined to the limits of the Quarantine. Will you have the kindness to inform me if this is so, and to what extent the disease has prevailed, if at all, and what precautions, if any, have been taken against its spread by the municipal or medical authorities of New-York and of this island?

Yours respectfully,

Dr. W. C. ANDERSON. JOHN A. C. GRAY.

STAPLES ISLAND, Thursday, Aug. 19, 1858.

DEAR SIR: In reply to your note of this date, I am sorry to inform you that there have been several cases of yellow fever without the limits of the Quarantine. The first cases occurred about the 19th of July, and up to the beginning of the past week the ratio of increase has been one case in three days. Since that time the average has been one case daily. I am not aware that any precautions have been taken against its spread.

The first cases were in a small tenement in the village of Tompkinsville, occupied by some of the employés of the Quarantine establishment. Here two persons died, and the disease was three weeks in manifesting itself in four of the adjacent houses.

A Committee of the Medical Society has been appointed to investigate the mode of its origin, &c., and I will not anticipate its report. But in reply to the question of precaution, I would advise all to avoid passing through the infected district which is near the Quarantine landing. Bathing along the shore in Quarantine, and all exposure on the water, especially after sunset, should be avoided while the infected vessels are lying off the shore.

I have information, this afternoon, of a case of yellow fever in the City in a most populous neighborhood, No. 10 Greenwich-street—a servant girl who went from the Island. This is what might have been expected, for while the Quarantine occupies its present absurd and dangerous position, Yellow Fever here is yellow fever in New-York.

Yours respectfully,

To J. A. C. GRAY, Esq. W. C. ANDERSON.

U. S. COMMISSIONER'S COURT—Aug. 20.

Before Commissioner NEWTON.

The mutineers of the American brig *Gem* were held to-day, by Commissioner NEWTON, for investigation before the

THE OCEAN TELEGRAPH

Arrival of the Agamemnon at Valentia—How the News of the Success was Received throughout Great Britain—Opinions of the Press, &c.

From our own Correspondent.

LONDON, Friday, Aug. 5, 1858.

The announcement that the third attempt to connect the two hemispheres, by means of the Electric Cable, had proved successful, has, during the last two days, nearly absorbed public attention to the exclusion of all minor matters. Before this, the Court has been occupied with the military pageants, in which it has condescended to play a part, at Chelsea, the sound-thinking and hard-rolling people of this country are engrossed with enlightened wonder and satisfaction in the realization of a project which, palpably and patently, brings into intimate connection any two points of the habitable globe, and, in fact, is destroyed, the whole of the Second Hemisphere. Everybody is, of course, talking about it, and it is the universal theme of conversation. Speculation, enterprise and commerce, the Chamber of Commerce, the Stock Exchange, the Electric Telegraph Company, the Second Chamber, the Royal and Imperial Societies, the Telegraph Building, the Electric Telegraph Office, &c., &c., are all in a state of excitement, and all the activities of our community seem to be absorbed in the one great subject of interest. All the newspapers are filled with it, and the Times has published a special edition, containing nothing else. Even the Court Circular has been compelled to succumb to the universal theme, and has announced that the Queen has received telegrams from Valentia, and that Her Majesty has sent a message of congratulation to the Directors of the Company. The Lord Mayor has also received a telegram from Valentia, and has forwarded a message of congratulation to the Directors of the Company. Other such congratulations have been received by the Directors from the Governments of France and Holland, and from the Directors of the Electric Telegraph Company in Belgium. The Emperor of the French has also sent a telegram to the Directors of the Company, and has received a reply. The Prince Consort has also received a telegram from Valentia, and has forwarded a reply to the Directors of the Company. Other such congratulations have been received by the Directors of the Company, and by the Lord Mayor, from the Governments of Prussia, Austria, Belgium, Turkey, Egypt, Spain, Portugal, Sardinia, Naples, Tuscany, Rome, Hanover, Bavaria, Saxony, Wurtemburg, Baden, Hesse Darmstadt, Hesse Cassel, Nassau, Frankfort, Oldenburg, Brunswick, Mecklenburg Schwerin, Mecklenburg Strelitz, Lubeck, Bremen, Hamburg, Denmark, Sweden, Norway, Russia, Greece, Turkey, Persia, Tuscany, Rome, Sicily, Switzerland, Algiers, Tunis, Tripoli, Egypt, Alexandria, Malta, Gibraltar, Madeira, Lisbon, Oporto, Cadiz, Seville, Malaga, Gibraltar, Tangiers, Mogadore, Mexico, Cuba, Jamaica, Barbadoes, Trinidad, Demerara, Antigua, Montserrat, Dominica, Guadaloupe, Martinique, St. Lucia, St. Vincent, Grenada, Tobago, Bermuda, Halifax, Quebec, Montreal, Toronto, Kingston, Hamilton, London, Buffalo, Detroit, Chicago, Milwaukie, Cleveland, Sandusky, Toledo, Columbus, Cincinnati, Louisville, Indianapolis, Madison, Evansville, Terre Haute, Lafayette, Logansport, Michigan City, New Orleans, Mobile, Pensacola, Savannah, Charleston, Wilmington, Norfolk, Baltimore, Philadelphia, New York, Albany, Boston, Portland

...ing ceremony. The *Victoria and Albert* has magnificent boat, having sometimes made, I am assured, nearly nineteen miles the hour; but as Her Majesty can to sail about noon she cannot, at the best—and I suppose would not, on any terms—arrive here before the Emperor and Empress shall have made their far-booming entry from Caen by the railway. The old *Victoria and Albert*, which our yachtsmen may remember at Cowes, is now ...ubbed the *Osborne*, and does household duty on the seas. Still the English flag flutters on several ...essels in the roads beside our own, and makes a pretty show in the presence of the ten magnificent line-of-battle ships, with their attendant frigates and corvettes, from which the tri-color streams out upon the uncertain breeze.

There will be time enough, however, next week—which I tell you of the doings and showings of the fleet that are to be—to talk of the picturesqueness of this ancient town, new-made, as it appears from the harbor, with the white batteries of the Fort du Roule gleaming high up over the gray masses of the antique-looking port, and the high, bold outline of the Cotentin country, studded all ...ound and behind it with ramparts and flags, and ...haracter-looking mansions of the Marine Arsenal ...hining away in the sunlight as complacently as if it were a large patent bake-house, or an inno...ent Manchester, instead of the reservoir it is of ...ruction and of wrath to come. Let me now try to give your readers some precise no...ion of what Cherbourg is, and is not; and, to ...ake such list one first beg you to see that the ac...companying sketch, reduced and corrected from ...hat we reproduced in your columns with ...ll ...ossible "circumstances will allow," ...ill ...ive you the first idea of the place. It is ...ell that nothing can more clearly ...emonstrate the highly *aggressive* character of the Cherbourg works, as well as their magnitude, ...han a glance at the outline of their position and ...ain counter. You will be struck at once, I do ...ot doubt, as I was, by the Falstaffian proportion ...f sea to continents in the panorama of the place. The town of Cherbourg is indeed only one and ...ot the principal feature of the place. I have not ...et landed, and cannot therefore say how great an ...ppearance of activity it may present—but its ...ommerce is small, the chief item being the *trade* ...n eggs with England, which reaches a figure of ...ome 2,000,000 francs per year—and the commercial port and basin are, as you will see, the least ...onsiderable of the hydrographic works of the place. Indeed, of its 20,000 inhabitants, nearly one half are supported by the Government naval works. Those names in the *Arsenal de la Marine*, just to the south of which we are lying. Their *enceinte* makes a sort of island, surrounded by a high wall, with sections (and defended towards the harbor by three forts, du Hommet, du Galet and Longlet. The first, which is nearest us, is a casemated fortress, mounting, we are told, (for it is not easy to ascertain exactly, the French Government having forbidden all draughting of the works,) about ...0 cannon. Neither in this fort, however, nor in ...ny of the others, do I perceive any batteries *en ...arbette*, and a military friend at my elbow, who ...ent through the Crimea, declares that the forts towards the sea seem to be too heavily mounted for efficient service—the guns, that is, being too numerous for their due working by the men with comfort, safety, and above all with "clearness of ...ange." Let this be as it may, Fort du Hommet looks an "ugly customer." The space over which du Hommet mounts guard with his two comrades is certainly not large as that occupied by the whole fleet.

Just behind Fort du Hommet lies a basin, (No. 3 in the sketch,) where are two building slips for "liners"—the ropewalk and the shops for rigging and making the masts. Basin No. 1 contains room for ten ships of the line to receive their armaments from the vast magazines which line its banks; and in the Port, from which this basin opens, are a dock and four building slips with room for 10 more "liners." This port and basin No. 1 open, as you will see, into basin No. 2, the great *Bassin Napoleon III.*, just finished and compared by DE TOCQUEVILLE to a "pyramid hewn downwards into the earth." Into this basin the water will be admitted to-morrow, after the Emperor and Empress shall have walked about on the bottom thereof, and left the sacred impression of their imperial feet upon its surface, to be effaced by nothing sooner than those ocean waves to whose majesty XERXES did homage so long ago, and which inflicted upon Persian XERXES such signal vengeance for his impotent impertinence. The basin destined to this high consecration will easily contain 20 ships of the line, and is fronted on the western side by nine large building slips. It is an odd coincidence, by the way, that at the last great "inauguration" of a grand basin at Cherbourg, (basin No. 1 into which the water was admitted in 1810,) the Empress MARIA LOUISA should have walked "before the waters," just as another Empress of quite another NAPOLEON is to walk to-morrow. On the western side of the basin Napoleon III. are buildings of all kinds, magazines, reservoirs, armories, offices, and the great timber-shed or *Hangar du Bois*, which is nearly 1,000 feet long, and supported upon great pillars of granite. Granite, indeed, abounds in all the constructions of the place, which is a sort of French Quincy in that respect, granite being the fundamental rock of the Cotentin, and supporting a superficies of clayey slate and graywacke. The masonry of the forts (for the French have taken Somersund without apparently taking lessons thereirom) is of granite—and so also is the facing of the great basin, or fresh-water, behind us. This mighty work hardly makes its due impression on the mind, when you look at it along the water. It seems merely a vast line of rocks, crowned at either end with batteries and in the centre by a revolving light, and a great semi-circular fortress which fronts the sea. You must remember that this vast line of rocks has been laid here in the face of the wintry Channel waters by the hand of man before you can be duly reverential in its presence. And verily it is a marvel of courage and skill to which the French may point with a most legitimate pride. There is nothing of "flimsy elegance" about this Gothic masterpiece. England has done nothing like it per se, we likely to rival it. It is more than *three times* as long as Plymouth breakwater, *stretching for twelve thousand feet* between the ...ocks which inclose Cherbourg roads. At the bottom of the water (here averaging about 35 feet) its base is 310 feet in breadth, while it rises to the height of 24 feet above low-water mark, with a top-width of 105 feet. The substance of this vast dyke is a sloping wall of loose stone overlaid with layers of *beton*, a concrete of lime and brick, upon which again is laid a surface of granite masonry. This tremendous work was undertaken in this way and nearly completed by LOUIS PHILIPPE, though the MARSEILLAIS in the time of VIRGIL, another has taken from him the honors thereof. It is believed to be quite indestructible, though while it was building the great storm of 1836 tore it almost to pieces, *throwing blocks of three tons weight, torn from the seaward side, clean over the dyke into the roads!* To have conquered such a sea is to have realized NAPOLEON'S dream of outdoing Egypt, is it not?

But I return to the Marine Arsenal—where, in the dock just to S. E., you have a splendid steamship, and several vessels, in the water-line of the S. W., you have a long Fort of Refuge, from the noble ranges of which a hundred vessels may ride their summer, whether those cargoes be of bronze and cast iron. Between the stoutest-hearts and the Storm Regulator III are vast storehouses for provisioning the whole fleet of France, if need should be. Along the quays of the Petites Rotiges, and under the lee of the Fort du Hommet, are shadows of the Polar Sea, whose gulf and ...

THE COLLISION OFF CAPE RACE.

The Accident and Rescue, from the Log and Journal of Capt. Comstock, of the Arabia.

From Our Own Correspondent.

ON BOARD STEAMSHIP ARABIA, OFF PORT HUDSON, Thursday, Aug. 19, 1858.

It has generally been my luck to be on hand when things don't go right, and if there's any bad luck, any "accident by flood or field," you may expect to hear of my being there. "Twas ever thus in childhood's hour." I am a sure card for a blow-up; to be relied on for plumping on a sunken rock, and am beginning to deserve confidence for a collision. I was more in that way formerly than of late years, not having sunk a steamer for quite a long time, and was getting rather out of practice, but I am beginning to get my hand in again.

Presuming that you have learned by telegraph of the arrival of the *Europa* at St. Johns, and of the collision between her and the *Arabia*, I will merely indorse the intelligence by saying that such a collision *did* occur, and that by mere accident, or the decrees of fate that some of us were not born to be drowned, we were struck in the hardest part of our ship instead of a soft one—in other words, the only place we could have received such a blow and not have been sunk immediately. The circumstances of the matter are these: We were off Cape Race Saturday night last, at 11 o'clock, running at a speed of twelve and a half knots the hour in a dense fog, when the subscriber was awakened to a consciousness that something "was going on," by a concussion, accompanied by a crash that pitched him off the settee on which he was lying head foremost, into the narrowest corner of a not over spacious stateroom, doing considerable damage to his nasal organ, and, in his flight, putting the Royal Mail Steamship Company to great expense for the usual crockery of a stateroom, which was *totally* ruined—smashed. The first impression of all on board was, that the ship had struck an iceberg, as we were known to be in the vicinity of two, off Cape Race. Instantly the piercing screams of the women appalled the stoutest heart. From every stateroom rushed the terrified, undressed and half-dressed inmates. Being fortunately dressed, I lost no time in finding my way out, but my progress was arrested on the stairs by the fainting forms of two or three ladies, whose strength failed them, and they had sank down in despair. I succeeded at last in gaining the deck, where those who were before me were rushing to and fro; some in quest of "life-preservers," others seeking for hatchets and planks. All was noise and confusion for a moment, but as soon as it was known it was a ship and not an iceberg we had struck, the confusion subsided. The first intimation I had of the nature of the accident, was when I saw a steamer on our starboard bow, or rather broad-side to us, dropping astern, and blowing off steam. In the fog she looked very large, and the painted ports conveyed the idea that she was a man-of-war steamer. I noticed that she had no bowsprit and a straight bow, which was explained by the loss of her bowsprit and cutwater. It was soon known that our damage was not serious, or, at least, that we were not in any immediate danger, and that it was the *Europa* that had struck us, she having got the worst of it, her plank-ends being started, as we afterwards learned, and that blankets, mattrasses and pillows were forced in the apertures to keep the water out. On investigation, we were found to have received a crushing blow on the bow, just forward of the knight-heads, carrying away the head, crushing in the forecastle, tearing up the deck, splintering and tearing the heavy timbers to pieces, and a second blow on the wheel-house, which did not appear serious. A boat was lowered, and the first officer boarded the *Europa* and found her too badly damaged to continue her voyage. Requesting us to keep with them, they steered for St. Johns, but when attempting to follow, we found the machinery did not work well, and the engine stopped. Investigation proved that our starboard plummer-block had been split, and that the damage reddered the wheel useless. Consequently we could not follow the *Europa*, and have not seen her since. It required some twelve hours of hard labor on the part of the engineer department to disconnect the wheel, when we resumed our course, and have since been favored with smooth water, although enveloped in a dense fog until 8 o'clock this morning, when it cleared off, and at 11 took a pilot.

A great deal of discussion has resulted from the collision as to the correctness of the order to "starboard," instead of "port the helm," when the *Europa* came in sight—the rule of the sea being for vessels, when meeting, to port the helm as on land to turn to the right, when teams meet on the highway. The first officer had made himself exceedingly unpopular with the American portion of the passengers, by his supercilious manner toward them, and losing no opportunity of traducing everything American, sneering at the country, its ships, its people and institutions—in short affecting the most profound contempt for the d—d Yankees, which, to say the least, was very bad taste for an officer of an English ship dependent quite as much on American support as that of their own country, and I doubt much whether such a course would meet the approbation of the agents at either end of the route.

No opportunity has been lost by the officers of these steamers to traduce and sneer at the Collins Line, its ships and officers, whom they term "no seamen," and impute the unfortunate accidents to that line to their want of skill and seamanship. Prominent among those expressing such sentiments, Mr. ANDERSON, the first officer of the ship, has figured. A call having been made upon the passengers to sign a laudatory paper, proving the first officer a pattern of skill and wonderful judgment, many refused to sign it—firstly on the ground that it was not their province to judge of the skill exercised, and that landsmen, ignorant of the laws of the sea and seamanship, were *not capable* of judging so grave a question, and for us to sit in judgment on an act where so many lives were at stake, was an assumption of judgment that we did not possess.

Mr. ANDERSON *says that* had he not given the order to starboard, instead of port, we should have sunk the *Europa*. On the mere word of one man have those who signed the card pinned their faith, many of them foreigners, hardly knowing the nature of the paper. It is true, one or two passengers, on deck at the time, say that such is their opinion. The question arises, were *they* capable of judging. It is likely that the officers of the *Europa* will not indorse Mr. ANDERSON'S assertion. The Captain of the *Europa's* first word after hailing us was "Why did you not put your helm to port?" which proves that he, at least, considered that an error had been committed. To sum it all up, it is most satisfactorily proved that the *Europa* saw us first, and took the usual precaution, putting her wheel to port; and if ours had been also put to the same way, at the same time, the vessels would have gone clear, for the *Europa* had swung off five points before we struck. The next question is, is it not giving Mr. ANDERSON credit for most remarkable foresight and sagacity to be able to know exactly where the *Europa* would strike us, for the fact *cannot be gainsayed* that had she struck us ten or fifteen feet further aft, she would have stove in our side and doubtless sunk us. As it was, *by mere good luck*, she struck just where the bow is strongest, and where the flare of the ship received the blow and shielded the water-line. On the spur of the moment, and in the excitement of escape from great peril, the paper alluded to received the signatures of nearly all the English and foreign passengers, and some few of the Americans, who, feeling grateful for their escape, would have signed anything on the principle of speaking well of the bridge that taken them safely over,—but the paper alluded to *does not* express the convictions of all. There are many who have declined to sign it, and among the number several Englishmen. Asserting that the officers of this line are experienced and skillful men, whilst one and double it surely shows the *greatest* skill whereby prevent accidents of this nature—for any child knows that the *Europa* could not have come any nearer without actually running into us, and that the *Arabia* could not have gone any further aft, or had the *Europa* been one foot further forward, which we certainly were able to say that she

WHAT IT IS TO RUN FOR GOVERNOR.—Mr. Grant Burtis finds his candidacy a trouble-some business. He has already had occasion to issue a pronunciamento rebuking the Abolitionists and Prohibitionists of his own county for their lack of zeal in his support, and this in the face of the fact that he was first pro-posed for nomination by those very men. Mr. Burtis finds occasion to accuse his own friends of the same vices he charges upon the Republicans, Democrats and Anti-rent. They are watching events and waiting, he says, for the spirit of time-serving expediency has really got pos-session of these pure people, it is time for Mr. Burtis to be discouraged. But perhaps Mr. Burtis finds occasion to recuse himself in the selection of Governor, rather than that of ordinary poll-tical speech-making. For example, we find Mr. Burtis made occasion to accuse his own friends of the same vices he charges upon the Republicans, Democrats and Anti-rent. They are watching events and waiting, he says, for the spirit of time-serving expediency has really got pos-session of these pure people, it is time for Mr. Burtis to be discouraged. But perhaps his exhortations will arouse them to a sense of their duty. He tells them that, at all events, he shall perform his. That no one can doubt, but the misfortune of the case is that it takes a great many votes to elect a Governor, and no honest man can cast more than one. We fear that Mr. Burtis's candidacy will prove a useless task. They are opposed to the result, for want of evidence, de-clined, and for want of time, to be the agents of its accomplishment. A Reporter

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The Common Council met last evening, Alderman [illegible] in the chair. The Board Committee of the Board of Aldermen [illegible] the report [illegible] to ob-[illegible] Alderman [illegible] the Common Council [illegible] Alderman [illegible] Alderman [illegible] Alderman

THE ORIGINAL
ANNUAL PAIR
AMERICAN INSTITUTE,
AT THE
CRYSTAL PALACE
OPENS
TUESDAY NIGHT
SEPT. 1st
ZALADA GARDNER.

ACADEMY OF MUSIC
THIS GRAND ORATORIO
TWO-FOUR-SEVEN CONCERT.
Doors open at 7:30. Concert to commence at 8 o'clock.
ADMITTANCE 25 CENTS.
MUSIC HALL.
ONE NIGHT ONLY.
THURSDAY EVENING, Aug. 31, 1858.
ZALADA GARDNER,
Of the Old Bowery Theatre,
ASSISTED BY
THE CELEBRATED AMERICAN COMPANY,
In the Great Original Drama, in 5 acts, entitled
THE SPY OF THE REVOLUTION;
OR, THE
BOY PATRIOT OF '76.
Zalada Gardner as Harvey Birch.
Mr. Wm. Wheatley as Col. Wellmere.
Mr. Wm. Wheatley as Col. Wellmere.
Mr. Wm. Wheatley as Col. Wellmere

FINANCIAL.

AUGUST BELMONT,
BANKER, No. 10 WALL-ST.,
AGENT, LETTERS OF CREDIT, AVAILABLE TO TRAVELLERS IN ALL PARTS OF THE WORLD.

COLLECTIONS OF ALL PARTS OF THE
HOFFMAN, CAMPBELL & CO.,
No. 49 Wall-st., Phenix Bank Building.

SLIDELL, MACKENZIE & CO.,
AMERICAN BANKERS,
No. 8 Rue de la Paix, Paris.

LETTERS OF CREDIT for Mercantile Purposes. Also, CIRCULAR LETTERS OF CREDIT on the principal towns and cities of

Belgium, Holland, Italy, Russia, Prussia, Germany, Austria, Switzerland, Spain, Portugal, Egypt, Turkey, Greece, Sweden, Denmark, Hanover, Constantinople, Alexandria, Smyrna, Beirut, Jerusalem, &c.

BILLS OF EXCHANGE, and every other BILL of short, or of long sight, for sale in sums to suit.

DUNCAN, SHERMAN & CO.

DUNCAN, SHERMAN & CO. are prepared to issue, for the accommodation of travellers, CIRCULAR NOTES and LETTERS OF CREDIT, available at the principal cities of

Great Britain, France, Germany, Switzerland, Italy, Spain, Portugal, Egypt, Turkey, Greece, Sweden, Denmark, Hanover, Constantinople, Alexandria, Smyrna, Beirut, Jerusalem, &c.

BILLS OF EXCHANGE, and every other BILL of short, or of long sight, for sale in sums to suit.

DUNCAN, SHERMAN & CO.

GEORGE PEABODY & CO.,
OF LONDON,
ARE NOW PREPARED TO GIVE
CREDITS AND ISSUE CIRCULAR NOTES
FOR THE USE OF TRAVELLERS IN THE UNITED STATES,
CANADA AND NOVA SCOTIA.
GEORGE PEABODY & CO.,
No. 8 Wall-st., New-York.

MORGAN, HARJES & CO.,
BANKERS,
No. 31 Rue Neuve des Petits Champs, Paris.
Will receive Deposits, make Advances, and transact Commercial and Financial Business generally.
Drafts on London, Paris, Amsterdam and Hamburg.
Orders for purchase and sale of Stocks and Bonds in the principal markets, executed with despatch.
Letters of Credit issued, available throughout the United States and Europe.
Circular Notes, for the use of travellers, supplied.
Refer to Continental Bank, 9 Von Hayn & Co.; New-York.

W. E. WALDRON HAS REMOVED
TO NO. 8 EXCHANGE BUILDINGS,
ADJOINING THE
NEW BUILDING OF THE STOCK EXCHANGE,
WHERE HE WILL CONTINUE THE
BUSINESS OF BROKER
IN THE PURCHASE AND SALE OF STOCKS AND BONDS,
AND THE NEGOTIATION OF BILLS OF EXCHANGE.

JOHN HOOPER,
BANKER,
No. 7 Rue Scribe, Paris.
Deals on Great Britain for 31 and upwards. Remittances by mail or telegraph executed.

CHAS. A. FISHER,
Late of the firm of FISHER, DENNY & CO.,
No. 15 Exchange-place,
BUYS AND SELLS STOCKS on Commission. Loans

LOAN OF $1,400,000—HANNIBAL AND ST. JOSEPH RAILROAD BONDS.—The Hannibal and St. Joseph Railroad Company will, until Saturday, the 30th inst., be ready to receive, at the office of the Company, in this city, subscriptions for three hundred and fifty thousand dollars of their Land Bonds, in sums of

The proceeds of the Loan will be applied to the completion of the Company's road from the balance of the issue of $2,000,000 authorized by the Legislature of Missouri, secured by a first mortgage to Wm. H. Swift, Esq., of Boston, as Trustee, upon the entire property of the Company, and will be payable in gold coin, from April 1, 1865, with interest, semi-annually, at seven per cent.

The Bonds will receive a certificate, giving the conditional right to take, at any time within ten years, the same amount of the Stock of the Company, at par, on the surrender of the Bonds and coupons, and the payment of the last instalment.

A sufficient amount of the Bonds will be reserved to meet each subscription to the loan will be payable on the 15th day of August next, and will be required to be paid up.

The remaining bonds therefor, until the 15th of October.

The 15th of November.

The 15th of December.

The 15th of January.

The interest on the first bonds will be issued, and on the others from the dates of the payments made.

Subscriptions may be made earlier, but payments will not be required before the days above named.

Further information, and forms of subscription, may be obtained at the office of the Fiscal Agency, Detroit, at the office of the Company, in St. Louis, or at the office of the Company, in this city.

Upon the above conditions the Loan will be awarded to the highest responsible bidders, the Company reserving to themselves the right to consider the responsibility of the parties making the proposals, as well as the rate offered.

R. M. WATSON,
Treasurer of the Fiscal Agency,
No. 49 City Exchange, Boston, Mass.

STOCK IN BANK OF THE STATE OF MISSOURI.—The undersigned, Commissioners, appointed by the Board of Directors of the Bank of Missouri, St. Louis, hereby give notice that books for subscription for three thousand shares of increased capital stock of said Bank will be opened at the Bank of Commerce, in New-York, on MONDAY, Aug 3, and kept open for 5 successive days, unless the whole amount shall have been sooner subscribed.

The par value will be required to be paid at the time of subscribing; one-fifth on the 1st of September; one-fifth on the 1st of October; one-fifth on the 1st of November, or payment may be made in full.

Dividends on stock subscribed for, will be payable at Bank of Commerce, New-York.

JOHN A. STEVENS,
HENRY D. VAIL,
E. D. MORGAN,
Commissioners.

BANK STOCKS.—THE CONTROLLING STOCK, for the wind-up, of a bank located at one of the most flourishing points in the State of Ohio for a safe and profitable investment, can be purchased on favorable terms. The bank is chartered under the General Banking Law of 1852, and has been in operation since 1854. Its capital is all paid in, and it legitimate banking. This is a rare opportunity for investment. Full particulars relating to the condition and business of the bank, the character of the stock, &c., can be obtained on application at No. 32 Broadway, 2nd floor.

UNITED STATES AND CANADA.—THE BANK OF LONDON, as Agents for Messrs. PEABODY, RIGLAY & CO., Bankers, New York, hereby give notice that they will receive money on account of their firm, for which they will issue free of charge LETTERS OF CREDIT or CIRCULAR NOTES of Address payable, either to those in such extensive and liberal terms as the Commercial Bankers and Travellers' Letters and terms in the United States, Canada, &c.

GUION & MORGAN, Agents,
No. 56 Wall-st., corner of Cedar.
NEW-YORK, July 1, 1858.

THE ENROLMENT OF THE SCRIP STOCK of the Ocean Steam Company, not hereby notified that the third instalment of two dollars on each share is called and made payable on or before the 1st of September next. By order of the Board of Directors.

JAS. B. WYCKOFF, Treasurer.

NOTICE.—THE STOCKHOLDERS IN THE METROPOLITAN Fire Insurance Company are notified of a meeting to be held at the office of the Company, No. 156 Broadway, on MONDAY, Aug. 30, at 3 o'clock P. M., at which a proposition of much interest to Stockholders will be laid before them, and the inventor, Mr. Hughes, offering to be present from Europe, will be present. A full attendance is requested.

BOSTON, CONCORD AND MONTREAL RAILROAD.—The Coupons on the Bonds of the Boston, Concord and Montreal Railroad Co., due on the 15th August inst., will be paid by

J. A. UNDERWOOD & SON,
No. 18 Exchange-place.

ERIE RAILROAD FIRST-DUE COUPONS
Wanted, for which the highest market price will be paid, by
MAXWELL & DAST,
No. 30 Exchange-place.

A BANK CHARTER WANTED.—ADDRESS BANKER, Box No. 997, Boston Post-Office.

INSURANCE.

CLINTON FIRE INSURANCE COMPANY
Office, No. 49 Wall-st., New-York.
PAID CAPITAL, $200,000; ASSETS, $300,000.
Insures property of all kinds against loss by fire on favorable terms.
DIRECTORS:
NOAH S. HUNT,
THOMAS SMULL,
J. S. RAMSON,
GEO. A. NEWBOLD,
JOHN ALSOP O'CONNOR,
J. SMITH,
ALFRED WILLIS,
SYLVESTER L. H. WARD,
ALFX. E. LAING,
ROBERT M. BRUCE.
J. DELAGAN DEL VALLE,
CAMERON TURNURE,
HENRY A. LEVERICH,
J. R. HOLCOMB.
HUGH LARGE, President.
Jas. R. Acton, Jr., Secretary.

METROPOLITAN
FIRE INSURANCE COMPANY.
OFFICE CAPITAL $300,000,
With a large surplus.
Office
No. 156 BROADWAY, CORNER OF FINE-STREET,
New-York.
JAMES LORIMER GRAHAM, President.
Charles E. Chatterton, Secretary.

CAPITAL $500,000—SAFEGUARD FIRE INSURANCE COMPANY, No. 71 Wall-st., (late Continental Insurance Company) continue to insure every description of property throughout the United States, on favorable terms. Applications may be made at the office, or to the Agents. GEO. S. HOWLAND, Vice-President.

LOAN OFFICES.

THOMAS BRONY, BROKER,
AND COMMISSION MERCHANT,
No. 2 Nassau-st., corner of Wall.
Advances money on Diamonds, Watches, Jewelry and Personal Property, or bonds for the same; orders executed in Gold and Silver Coin, Bullion, Uncurrent Money, Certificates of Deposit, Bank Notes, &c., promptly and carefully transacted. Office hours from 9 A. M. to 5 P. M.

D. WHEELER, 16 NEW-ST., NEAR WALL-ST.
Advances money on Diamonds, Watches, Jewelry, Silver Plate, Personal Property, Bonds, Mortgages, Stocks, Bills Receivable, Notes, Drafts, Bills of Exchange, Certificates of Deposit, Bank Notes, Gold and Silver Coin, Bullion, Uncurrent Money, &c., at the lowest rates of interest. Orders for the purchase and sale of the above articles executed with despatch. Office hours from 9 A. M. to 5 P. M.

LOANS ADVANCED MADE ON

DIVIDENDS.

SOUTHERN MUTUAL INSURANCE COMPANY,
NEW-YORK, Aug. 1, 1858.
DIVIDEND.—THE BOARD OF DIRECTORS HAVE THIS DAY declared a dividend of Four (4) per cent. from the earned premiums of the year, ending the 31st September, 1857.
Also, an interest dividend, payable in cash on demand, of Six per cent. upon all the outstanding scrip.
By order of the Board,
CHARLES E. BENNETT, Secretary.

TRUSTEES.
Charles E. Bennett, James Warren, Josiah Oakey,
Daniel S. Ferriday, Arthur Leary, Jos'h Gaillard, Jr.,
Wm. H. Russell, M. W. Hamilton, J. W. Waterbury,
A. G. Dowling, Dennis Duer, Wm. H. Otis,
C. H. Isaacs, Jno Steward, Jr., Geo. T. Adee,
Wm. B. Bowne, R. B. Minturn, J. L. Aster, Jr.,
Wm. H. Wolfe, Reuben Withers, J. A. Delano,
I. Townsend, E. C. Center, J. Howland,
A. D. Smith, F. G. Foster, Rob S. Hone,
E. V. Hoffman, J. Anthony, Jr., J. P. G. Foster,
J. A. C. Gray.

This Company having its capital and surplus, $250,000, securely invested, is prepared to insure against loss and damage by fire, inland navigation and transportation on favorable terms.

The Company provide s that after paying interest to the stockholders, at the rate of 7 per cent. per annum, 50 per cent. of the remaining profits are to be divided among the insured in scrip bearing interest. The Company offers to dealers the same security as any other Stock Company, and in addition a liberal participation of the profits.

ROBERT S. HONE, President.
DUNCAN F. CURRY, Secretary.

THE NEW-YORK CENTRAL RAILROAD COMPANY, TREASURER'S OFFICE, ALBANY, August 23, 1858.
TENTH SEMI-ANNUAL DIVIDEND.—The Directors of this Company have declared a semi-annual dividend of four per cent. on the capital stock thereof, payable on the twentieth day of August instant, upon stock registered at New-York, Boston or Albany, and on the twentieth day of September next upon stock registered at London.

Stockholders whose stock is registered at New-York will receive the dividends at the office of DURHAM, BERRMAN & CO.; those whose stock is registered at Boston, at the office of J. E. THAYER & BROTHER; those whose stock is registered at Albany, at the ALBANY CITY BANK; those whose stock is registered at London, at the UNION BANK OF LONDON, the latter at the rate of £1 to the dollar.

The transfer Books, which are now closed, will be reopened at New-York, Albany and Boston, on the morning of Monday, the 23d day of August instant.

GILBERT L. WILSON, Treasurer.

THE OSWEGO AND SYRACUSE RAILROAD COMPANY will pay a semi-annual dividend of four per cent. on and after the 20th day of August. Stockholders residing in the City of New-York will be paid at the Union Bank, in Albany and Troy at the New-York State Bank, in Utica at the Oneida Bank, in Syracuse at the Bank of Syracuse; all others at the Lake Ontario Bank, in Oswego. Dividends not called within thirty days will be paid at the Treasurer's Office only.

OSWEGO, Aug. 14, 1858. L. WRIGHT, Treas'r.

PACIFIC MAIL STEAMSHIP COMPANY,
NEW-YORK Aug. 1, 1858.
THE BOARD OF DIRECTORS HAVE this day declared a dividend of Six per cent. out of the profits, payable on and after the 17th inst., at the office of the Company. The transfer books will be closed until after that date.

FREDERIC HOFFMAN, Secretary.

FIRE INSURANCE COMPANY OF THE STATE OF NEW-YORK,
No. 10 Merchants' Exchange, Wall-st., Aug. 14, 1858.
DIVIDEND.—THE DIRECTORS HAVE THIS day declared a dividend of four (4) per cent. payable on and after the 16th of August, until which time the transfer books will be closed.

WM. S. SLOCUM, Secretary.

DIVIDEND.—CITIZENS' BANK, NEW-YORK, Aug. 6, 1858.—A semi-annual dividend of four per cent. on the capital stock of this Bank has been declared out of the profits of the last six months, payable to the stockholders on and after the 12th inst. The transfer books will be closed until that date. By order of the Board.

S. R. COMSTOCK, Cashier.

OCEAN BANK, NEW-YORK, July 31, 1858.
SEVEN ANNUAL DIVIDENDS OF THREE AND one-half per cent. on the capital stock of this Bank has been declared payable on and after Aug. 10, next. The transfer book will be closed from the 3d to the 10th instant, inclusive. By order,

PARKER HANDY, Cashier.

DIVIDEND.—OFFICE OF THE EXCHANGE FIRE INSURANCE COMPANY, No. 36 Wall-st., New-York.—The Directors have declared a semi-annual dividend of six per cent on the capital stock, payable the 2d day of August. The transfer books will be closed from the 14th inst until that day.

RICHARD C. COMBES, Secretary.

BANK NOTICES.

STATE OF NEW-YORK.—BANK DEPARTMENT.—ALBANY, July 8, 1858.—The time fixed by law for the redemption of the circulating notes issued to the JAMES BANK having expired—pursuant to chapter 331 of the laws of 1850, NOTICE IS HEREBY GIVEN that a final dividend of RIGHT (8) per cent. has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in redemption of the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.

JAMES M. COOK, Superintendent.

STATE OF NEW-YORK.—BANK DEPARTMENT.—ALBANY, July 8, 1858.—The time fixed by law for the redemption of the circulating notes issued to THE BANK OF NEW-ROCHELLE having expired—pursuant to chapter 331 of the laws of 1850, NOTICE IS HEREBY GIVEN that a final dividend of FIVE (5) per cent has been declared upon the AMOUNT OF NOTES DEPOSITED, as represented by the certificates issued by the Superintendent in redemption of the notes of the said Bank, payable on presentation of the said certificates, PROPERLY INDORSED, at this Department, within SIX MONTHS from the date of this notice, and not thereafter.

JAMES M. COOK, Superintendent.

MUSICAL INSTRUMENTS

MESSRS. CHICKERING & SONS HAVING removed to their new warerooms, No. 694 Broadway, (corner 4th-st.,) are prepared to offer their friends and the public an extensive assortment of grand, parlor-grand, square and upright piano-fortes, manufactured expressly for this City, finished in various styles of cases, and at prices which cannot fail to please. Pianos made to order, to suit any style of furniture, and all instruments warranted to give entire satisfaction. Piano-fortes to rent upon the most favorable terms.

27 PIANOS—AND MUSIC TAUGHT IN A FEW lessons on the piano, singing at sight, guitar, accordeon and violin; terms moderate. Twenty-seven pianos to let at $2, $3 50, $3, $3 50, $4, $5, and $6 a month, or for sale very cheap, some with pearl keys, by Prof DUMSDAY, No 200 Grand-st.

LIGHTE, NEWTON & BRADBURY'S, No. 1421 Broadway, near Broadway, have a splendid assortment of the celebrated Piano-Fortes, in all styles, constructed with the patent Arch Wrest Plank. Purchasers in want of a superior instrument will find it for their advantage to call.

GOLD MEDAL GRAND AND SQUARE PIANOS.—STEINWAY & SONS, No. 82 and 84 Walker-st., near Broadway, New-York, have always received the first premium where and whenever in competition with the best makers of Boston, New-York, Philadelphia and Baltimore. Every piano warranted for three years. Prices moderate.

FIFTY PIANO-FORTES, MELODEONS and Harmoniums, new and second hand, for sale or for rent, at very low prices; a rosewood melodeon for only $30; piano stools, with plush top and iron screw, new (style) only $2 50 each; every sheet music and music-book publication issued in the United States, constantly for sale at wholesale or retail. New music issued daily. S. T. GORDON, No. 763 Broadway, near 4th-st.

PIANOS AND MELODEONS.—OF SUPERIOR make at great bargains; second-hand pianos at the following extremely low prices: $25, $50, $110, $125 and $165. Pianos and melodeons to rent, and portion of rent allowed on purchase; for sale on monthly payments. Pianos tuned and repaired.
HORACE WATERS, Agent. No. 333 Broadway.

A MAGNIFICENT SEVEN-OCTAVE ROSEwood piano-forte, new and of excellent tone, will be sold at a very great bargain for cash. A second-hand piano forte will be taken in exchange. Apply to A. WEBER, No. 193 West Broadway, near Canal-st.

RAVEN, BACON & CO.—(SUCCESSORS TO BACON & RAVEN.) Piano-fortes Manufacturers, warerooms No. 135 Grand st, near Broadway, where a full assortment of Instruments may be found, exclusively of our own manufacture, warranted in every respect.

BUSINESS CHANCES.

WANTED.—A SMALL STEAM FERRY BOAT, not over 18 inches draft, can find employment on the Connecticut River from September until the river is closed by ice, and again on the opening of navigation in the Spring. Address letters to JOHN F. MOORE & SON, No. 204 Broadway, New-York, giving full description of boat, age, draft, power of engine and terms for use or sale.

A MARRIED GENTLEMAN OF EXTENsive mercantile experience, wants to enter as active partner in some good and substantial concern; his character and standing in this community is stated always has been, of the first order and unexceptionable; he will furnish a capital of $10,000 and perhaps more, and command in his own name a credit of some $50 000. Address, business mention, L. A., Box No. 189 Times Office.

BROADWAY STORE TO LEASE, OR BUSINESS FOR SALE.—The subscribers will lease, with or without the furniture and fixtures, the store now occupied by them. The present building is 26 feet front, 100 feet deep; connected in the rear with a lot on Franklin-st., 25 by 50 feet. THOMPSON & SON, Confectioners, No. 760 Broadway.

MILL AND WATER-POWER AT PATERSON, N. J., FOR SALE OR TO LEASE.—Known as the Passaic Mill; consisting of a large, substantial three-story stone mill and out-buildings, with two square feet of water, under a head and fall of 26 feet. Apply to I. C. OOLT, New York Hotel, New-York, from 12 to 1 o'clock; or to JAMES SPIER, Paterson, N. J.

AUCTION SALES.

C. W. Houghton & Co., Auctioneers.
WILL SELL, AT AUCTION, ON THE premises at Far Rockaway on SATURDAY, Aug. 21, at 3o'clock P. M., 100 desirable building lots, separately or together. Apply to C. W. HOUGHTON & CO., No. 16 Wall-st.; JOHN L. MORTAND, Brooklyn; SAMUEL B. B. NORTON, on the farm.

ADRIANH MULLER WILL HOLD HIS regular auction sale of stocks and bonds TO-MORROW, (Saturday,) at 12½ o'clock, at the Merchants' Exchange.

PRINTERS' CARDS.

PRINTERS' AND ENGRAVERS' CARDS of all colors and sizes, cut and in sheets; warranted not to peel or fill up the type. Bristol Board and Mammoth Cards of every description for sale at

JOHN J. LEWIS,
Playing and Printers' Card Manufactory,
Nos. 117 and 119 Grand-st., near Centre.

PATENTS.

OFFICE FOR PROCURING
AMERICAN AND FOREIGN PATENTS.
J. L. PIERSON, No. 6 Wall-st., New-York.
A specialty of interference practice.

FOR EUROPE.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMERS
FROM NEW-YORK to LIVERPOOL.
Chief Cabin Passage.....$120
Second Cabin Passage.....70
FROM LIVERPOOL to NEW-YORK.
Chief Cabin Passage.....$110
Second Cabin Passage.....60
The following are the vessels and sailings:
PERSIA, Judkins, ... CANADA, Capt. Lang.
ARABIA, Capt. Stone. ..... AMERICA, Capt. Wilkinson.
ASIA, Capt. E. C. Lott. ..... NIAGARA, Capt. Ryrie.
AFRICA, Capt. Shannon. ..... EUROPA, Capt. J. Leitch.
These vessels carry a clear white light at mast-head; a green starboard bow; red on port bow.
CANADA, Lott, leaves New-York, Wednesday, July 28.
AMERICA, Wilkinson, leaves New-York, Saturday, Aug. 7.
EUROPA, Leitch, leaves Boston, Wednesday, Aug. 4.
NIAGARA, Moodie, leaves Boston, Wednesday, Aug. 11.
ARABIA, Stone, leaves New-York, Wednesday, Aug. 18.
CANADA, Lang, leaves Boston, Wednesday, Aug. 25.
AFRICA, Shannon, leaves New-York, Wednesday, Sept. 8.
EUROPA, Leitch, leaves Boston, Wednesday, Sept. 22.
PERSIA, Judkins, leaves New-York, Wednesday, Sept. 29.
Berths not secured until paid for.
An experienced Surgeon on board.
The owners of these ships will not be accountable for gold, silver, plate, precious stones, jewelry, precious stones or metals, unless bills of lading are signed therefor and the value thereof therein expressed, or for freight or passage. Apply to E. CUNARD, No. 4 Bowling-green.

THE VANDERBILT EUROPEAN LINE of splendid first-class steamships, New-York, Southampton, Havre and Bremen, will sail as follows, carrying the United States Mails:

New-York for Southampton and Havre.		From Havre and Southampton for New-York.	
NORTH STAR, Sat. Sept 11	WEDNESDAY.....	Sept. 29	
VANDERBILT, Sat. Sept. 25	WEDNESDAY.....	Oct. 13	
From New-York for Southampton, Havre and Bremen.	Bremen via Southampton.	Havre and Southampton for New-York.	
ARIEL..... Sept. 4	Oct. 2.	Oct. 6.	
NORTH LIGHT..Oct. 2	Oct 30	Nov. 3.	

These steamships have water tight compartments, and carry able surgeons.
Price of passage per Vanderbilt: 1st cabin, $100 and $150; 2d cabin, $60; and per North Star, Northern Light and Ariel—1st cabin, $80; 2d cabin, $50; 3d cabin, $30.
Certificates issued for passage from Europe.
Specie despatched to London and Paris.
D. TORRANCE, No. 6 Bowling-green, New-York.

STEAM TO ALL PARTS OF GREAT BRITAIN, VIA GALWAY, IRELAND.—The shortest sea passage between America and Europe. This line is composed of powerful paddle-wheel steamships, of which the INDIAN EMPIRE, the PRINCE ALBERT and the AMERICAN EMPIRE are now running. The next departure from New-York (to be followed by others of the line about every two weeks) will be the PRINCE ALBERT, SATURDAY, Aug. 21, direct for Galway.
Passengers will have a free ticket by the usual Railroad route from Galway to any of the principal cities of Great Britain.
First-class, $80; second class, $60; third-class, $30. A liberal cabin table will be provided, and cooked provisions for third-class passengers to Galway. For passage, freight and other particulars, apply to
WM. A. SALE & CO., No. 46 South-st.

STEAM FOR LIVERPOOL DIRECT.—THE first-class screw-steamship GREAT BRITAIN, JOHN GRAY, Commander, will be dispatched from New-York for Liverpool direct, on WEDNESDAY, Aug. 25.
The first-class state-rooms and dining-room for Cabin passengers are in the spacious poop, and are fitted up with every convenience of baths, closets, &c.
Rate of passage, $100, without wines and liquors, which are to be had on board.
Third-class passengers will be taken at $30 each, and provided with a liberal supply of good and well-cooked provisions, and ample accommodations.
Freights will be taken at the current rates.
For freight or cabin passage apply to
TAPSCOTT & CO., No. 86 South-st.

FOR SOUTHAMPTON AND HAVRE.—THE United States Mail steamer ARAGO, D. LYNS, Commander, will leave for Havre, touching at Southampton, to land the mails and passengers, on SATURDAY, Aug. 21, at 12 o'clock, from pier No. 2 North River foot of Beach-st. This ship has five water-tight compartments including the engines, so that in the event of collision, or any other accident, by which two of them should be injured, the remaining three would be kept free, and the safety of the vessel and passengers would be secured. Baggage not wanted during the voyage should be sent on board the day before sailing, marked "below."
For freight or passage, apply to
W. H. BRAYTON, Agent.
No. 7 Broadway.
N. B.—The steamer FULTON will succeed the ARAGO and sail Sept. 18.

STEAM TO GLASGOW—LIVERPOOL, BELFAST, DUBLIN AND LONDONDERRY, without delay, for $30.—Return tickets to either of the above places good for six months, by any steamer of the line.
FROM NEW-YORK.
EDINBURG, Cumming, Wednesday, Sept. 8, at 12, noon.
GLASGOW, Goodwin, ——, at 12, noon.
Rates of Passage—Cabin, $75; third class, found with cooked provisions, $30. For freight or passage, apply to ROBERT CRAIG, No. 17 Broadway.

GALWAY AND NEW-YORK STEAMSHIP LINE.—The new powerful and fast steamship PRINCE ALBERT, WATERS, commander, will be dispatched positively on Saturday, August 21, 1st class, $90; 2d class, $60; 3d class, $30, including free tickets from Galway to any of the principal cities of United States. For passage or other particulars, apply on board, Pier No. 45 North River, foot of Charlton-st., or to TAPSCOTT & Co., No. 86 South-st.

UNITED STATES PASSPORTS ISSUED through J. B. HOMES, Notary Public, No. 154 Warren-st., corner of Broadway. Naturalized citizens must produce certificates. Important Passport laws and instructions of France issued with each passport.
N. B.—Bounty lands, pensions and extra pay procured.

FOR NEW-CALEDONIA.

FOR SAN FRANCISCO AND FRASER'S RIVER DIRECT.
THE CALIFORNIA, NEW-YORK AND EUROPEAN STEAMSHIP COMPANY
Have purchased the steamships HERMANN and WASHINGTON formerly of the Southampton and Bremen Line. These ships were constructed, under Government inspection, of the best material, (live oak frames,) and are in all respects well known as the most safe and comfortable steamships out of the port of New-York.
The Company's steamship HERMANN, Captain EDWARD CAVENDY, will positively sail on the 21st August, inst., from Pier No. 36 North River, foot of North Moore-st., New-York, for San Francisco and Fraser's River, touching at Rio Janeiro and Valparaiso. Only a limited number of passengers and amount of freight will be taken, for which early application must be made. The accommodations of this steamer are unsurpassed.
For freight or passage, apply at the office of the Company, No. 323 Greenwich-st., New-York.
HENRY RANDALL, Agent.
Montreal, Quebec, Toronto, Boston, Providence, Portland Philadelphia, Baltimore and New-Orleans papers please copy twice each week for three weeks

FOR SAN FRANCISCO AND FRASER'S RIVER.
The A 1 splendid clipper
VICKERY
is now loading for San Francisco and Port Townsend, Fraser's River, and will positively sail Sept. 1, having elegant and spacious accommodations for passengers, will take a few by applying immediately.
RATES OF PASSAGE:
To San Francisco, in 1st saloon cabin.....$125
To Port Townsend, Fraser's River, 1st saloon cabin... 150
In 2d cabin.....100
To Port Townsend, Fraser's River, 2d cabin.....125
To San Francisco, in steerage.....75
For freight and passage, inquire of
L. H. SIMPSON,
No. 19 Beaver-st.,
or on board, Pier No 6, North River.

FOR SOUTH AMERICA.

STEAM TO RIO JANEIRO.—STEAMSHIP HERMANN, Capt. EDWARD CAVENDY, will sail on SATURDAY, Aug. 21, for the above port, on her route to California and Fraser's River gold mines. This ship will carry only a limited number of passengers and amount of freight for the above ports, for which early application must be made. Her accommodations are unsurpassed.
Apply at the office, No. 323 Greenwich-st., corner of Duane.
HENRY RANDALL, Agent.

STEAM TO VALPARAISO.—STEAMSHIP HERMANN, Capt. EDWARD CAVENDY, will positively sail on SATURDAY, Aug. 21, for the above port, touching at Rio Janeiro on her voyage to California and the Fraser River gold mines. This ship will carry only a limited number of passengers and amount of freight for the above ports.
Apply at the office, No. 323 Greenwich-st., corner of Duane.
HENRY RANDALL, Agent.

FOR THE SOUTH.

SPEED—COMFORT—ECONOMY.
FOR SAVANNAH AND FLORIDA.—U. S. MAIL LINE.—The favorite steamship FLORIDA, Capt. ISAAC CROWELL, will leave on SATURDAY, Aug. 21, at 4 o'clock P. M., from Pier No. 4, N. R. Through tickets can be had for the following places. Fare as low as by any other steamers from New-York to Savannah. Accommodations superior. New-York to Montgomery, Ala., $26; Atlanta, Ga., $22; Albany, Ga., $24. New-York to Columbus, Ga., $23; Macon, Ga., $21; Savannah, $15. N. B.—Persons wishing through tickets will apply before 2 o'clock P. M. on the day of departure. For freight or passage, apply to SAML. L. MITCHILL & SON, No. 13 Broadway. Steamers for Florida connect at Savannah, leaving every Monday, Wednesday and Friday.

FOR CHARLESTON AND FLORIDA.—SEMI-WEEKLY UNITED STATES MAIL SIDE-WHEEL STEAMSHIP LINE.—The steamship MARION, W. J. POSTER, Commander, will, in consequence of the detention of the COLUMBIA at Quarantine, leave Pier No. 4, North River, on SATURDAY, Aug. 21, at 4 o'clock P. M., precisely. The steamer JAMES ADGER, R. ADAMS, Commander, will succeed on SATURDAY, Aug. 28. Passengers or passage apply to STOFFORD, TILLSTON & CO., No. 20 Broadway. Through tickets to Florida may be had by applying as above. The Adams Express agents throughout the Southern country will give passengers and shippers information respecting the line.

FOR NORFOLK AND RICHMOND.—THE United States Mail steamship JAMESTOWN, Captain FARRIN, will leave on SATURDAY, 21st inst., at 5 o'clock P. M. from Pier No. 13 North River. She will arrive at Norfolk on Sunday afternoon, and at Richmond on Monday morning. Passengers for the South will proceed directly on by the great Southern mail line. Travellers will find this the cheapest, pleasantest and most expeditious route. Passage and fare, including state room, to Norfolk, $6; to Petersburg and Richmond, $10; steerage or half price. Apply to HENRY LUDLAM, No. 23 Broadway.

FOR SAVANNAH AND FLORIDA.—THE first-class American Mail steamship MONTGOMERY, J. GROCER, Commander, will leave Pier No. 11 North River, on SATURDAY, Aug. 21, at 4 o'clock precisely. Passage to Savannah, $15. Through tickets to Macon, $21; Montgomery, $26; Atlanta, $22; Columbus, $23; Albany, $24; Fernandina, $15; New Orleans, $30. Freight or passage apply to E. L. CROMWELL & CO., No. 56 Wall-st.

FOR CHARLESTON.—THE STEAMSHIP ATLANTIC, Capt. C. LAUDERBACH, will leave Pier No. 13 North River, on SATURDAY, Aug. 21, at 3 o'clock P. M. precisely. For freight or passage apply to E. L. CROMWELL & CO., No. 56 Wall-st.

STEAMBOATS.

AUGUST. FARE $2 GREEN'S. 1858.
From New-York
FOR SHREWSBURY AND LONG BRANCH, DIRECT. Highlands, Ocean House, Port Washington, Manor and Brown's Docks, Fair Haven and Red Bank.
2 line of steamers
HIGHLAND LIGHT,
Captain E. B. PARKER,
In connection with the
LAURA,
Will run as follows from foot of Robinson-st. Pier, North River.

LEAVE NEW-YORK.	LEAVE RED BANK.
Saturday, Aug. 21, 2 P. M. for P. H. and R. B.	
Sunday, Aug. 22, 9½ A. M. for P. H. and R. B.	
Monday, Aug. 23, 2 P. M., for R. B. and P. H.	
	Saturday, Aug. 21, 5 P. M. from R. B. and P. H.
	Sunday, Aug. 22, 5½ P. M. from R. B. and P. H.
	Monday, Aug. 23, 6 A. M. from P. H. and R. B.

NELSON TAYLOR'S Squan Line of Stages will connect with the Boats at Red Bank, only on their trips to Red Bank.
Time Tables can always be had of W. C. LEMON, No. 113 Broadway, and BESSON & BROWER, 179 West-st.

FARE 25 CENTS.
FOR SHREWSBURY, HIGHLANDS, OCEAN House, Long Branch direct, Red Bank, and intermediate landings. The favorite steamer OCEAN WAVE will leave as follows, from pier foot of Robinson-st., N.R.:

LEAVE NEW-YORK.	LEAVE RED BANK.
Monday, Aug. 16.. 5½ A.M.	Monday, Aug. 16. 12½ P.M.
Tuesday, Aug. 17.. 9½ A.M.	Tuesday, Aug. 17.. 1¾ P.M.
Wednes'y, Aug. 18.. 9 A.M.	Wednes'y, Aug. 18.. 2 P.M.
Thursday, Aug. 19. 10 A.M.	Thursday, Aug. 19.. 3 P.M.
Friday, Aug. 20.. 10½ A.M.	Friday, Aug. 20.... 3 P.M.
Saturday, Aug. 21. 11½ A.M.	

FARE 25 CENTS.
FOR SHREWSBURY, HIGHLANDS, Ocean House, Long Branch, Little Silver and Ocean Port. The new and splendid steamer LONG BRANCH will run as follows, from foot of Robinson-st. Pier, North River:

LEAVE NEW-YORK.		LEAVE OCEAN PORT.	
Monday, Aug. 16..	2 P.M.	Tuesday, Aug. 17..	9 A.M.
Tuesday, Aug. 17..	2 P.M.	Wed'day, Aug. 18..	9 A.M.
Wed'day, Aug. 18..	2½ P.M.	Thursday, Aug. 19.	10 A.M.
Thursday, Aug. 19..	3 P.M.	Friday, Aug. 20...	11 A.M.
Friday, Aug. 20...	3 P.M.	Saturday, Aug. 21.	8½ A.M.
Saturday, Aug. 21.	4½ P.M.		

This boat will stop at Pleasure Bay every morning one half hour later than the time of leaving Ocean Port. Nelson Taylor's Squan line of stages connect with this boat.

FARE 25 CENTS.
FOR SHREWSBURY AND LONG BRANCH DIRECT, HIGHLANDS, OCEAN HOUSE, PORT WASHINGTON, MOUNT'S DOCK, BROWN'S DOCK, MIDDLETOWN, FAIR HAVEN AND RED BANK. The new and swift steamer ALICE PRIOR, Jonas Bonnet, Commander, will run as follows, from Robinson-st., N.R.:

LEAVE NEW-YORK.	LEAVE RED BANK AND OCEAN PORT.
Saturday, Aug. 21, 2 P. M.	Saturday, Aug. 21, 5½ P.M.
Sunday, Aug. 22, 6½ A. M.	Saturday, Aug. 21, 5 P. M.
Sunday, Aug. 22, 6¼ P. M.	Sunday, Aug. 22, 9½ A.M.
Monday, Aug. 23, 2 P. M.	Sunday, Aug. 22, 3½ P.M.
	Monday, Aug. 23, 6 A.M.

The steamer LEADER connects with this boat for Pleasure Bay, Atlantic Dock, and Branch Port, without charge. Kay's Express by this line.
Elias Haight's stages for Squan; also stages to all parts of the country.

PERMANENT ARRANGEMENT
FOR
HUNTINGTON, NORTHPORT, STONY BROOK AND PORT JEFFERSON.
The favorite and staunch steamer GOLDEN GATE, Capt. S. BLAKEMAN, will leave New-York from Catharine Market-slip, for the above places on Tuesdays, Thursdays and Saturdays, at 11 o'clock A. M. Returning, will leave Port Jefferson Mondays, Wednesdays and Fridays, at 8 o'clock A. M., Stony Brook 9, Northport 11. Fast Mud Dock at 11¼. Stages will connect at all the places. Meals on board. J. POST, Agent, No. 23 South-st.

FARE REDUCED.—AFTERNOON BOAT FOR YONKERS, ENDERS' WYACK, ROCKLAND LAKE AND HAVERSTRAW.—The handsome steamboat JOHN FARON, Capt. BLANCH, leaves Chambers-st. Pier daily at 3 o'clock. Returning every morning, leaves Haverstraw at 6 o'clock. Rockland Lake at 6:20